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## IN MEMORIAM.

In Sad and Loving Memory of R. D. VANTA,  
died on 20th May, 1908.HONGKONG OFFICE: 10A, DES VOGES ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 21st, 1908

It is impossible for what we call the human imagination, to conceive any form or shape that is not reminiscent of something in nature. No concept of what might be is possible to the human mind except such as is based on what has been. Apart from experience and observation, the intellect is impotent. Those people who dream utopias are simply picturing an improvement of the existent. Those who postulate "perfection" deceive themselves with verbiage. The utmost they can imagine is a minimum of imperfection. All the heavens ever postulated have been materialistic at their roots. As change is a phenomenon of everything, anything in extension that was not subject to change, it is legitimate to conclude that the mind cannot contain a concept of changelessness. That which does not change does not exist. It is not even stagnation; it is vacuous. In cases this preamble is not fallacious, the deduction is that even principles may change—except the unchanging principle that everything changes. The religious idea as a manifestation of human activity cannot, therefore, notwithstanding the Tenth Principle, be a thing immutable, a something stereotyped. It evolves, changes, progresses, perhaps even retrogresses. Asia in these days affords a more

lavish illustration even than does Rome and Europe. Buddhism has changed and is changing, with the flux of meditation. Asiatic thought on the eternal abstractions goes on for ever, in spite of Asiatic scriptures. Asiatics have so much spare time, and they do not "kill" it by incessant chatter and social activity. The most interesting outcrop of religious progress within comparatively recent years comes from Persia, and has got the awkward name of Bahaism, after BAHÁ'ULLAH, "the successor of MOSES, of BUDDHA, of ZOROASTER, of JESUS, and of MAHOMET," who died in 1892. He left scriptures which provide for a beautifully eclectic synthesis of the leading cults. The validity of all anterior religions is admitted; the dogmatic differences that have accumulated and bred irreligious dissensions are discarded. The oneness of nature, of the cosmos, is emphasised—all living creatures are "leaves of a single tree; drops of a single ocean." But no; be it noted, members of a single church. It is claimed that the Bahaists are directly responsible for the enlightened reforms in Persia, opposed by the ecclesiastics. It is claimed that the mischievous theory of "caste" is thereby being weakened in India. In Oriental Russia its power has saved Bahaist communities from the notorious troubles afflicting others. In Egypt and Turkey the Bahaists are noted as the most faithful and peaceable of subjects. In Syria, no Bahaist has come forward as a litigant for twenty years. They have a system of ethics and sociology which "never fails to captivate those to whom it is presented." So far as we can gather, its teachings would accord with Taoist and with some Confucian ideals, and no doubt in time it will permeate the Empire. There is room for it, as all the other missionaries seem to make poor progress with their inculcation of brotherly love.

There were 21 plague cases yesterday, making the total at date 334.

His Majesty the King has been pleased to give directions for the appointment of Mr. W. Rees Davies, Attorney General of the Colony of Hongkong, to the rank of Knight's Companion.

A man in the service of the compradors of Messrs. Loxley and Company was brought up at the Magistracy yesterday and remanded on a charge of stealing a diamond ring and earrings to the value of \$635.

At the Marine Court yesterday three of the crew of the steamer "Clan Macmillan" were ordered to forfeit six days pay for failing to return to the ship after having received an advance from the captain in order to enable them to send money home. Nine were ordered to forfeit twelve days pay.

At the Magistracy yesterday Sergeant Gordon prosecuted a native for having killed a deer on Lantau Island. There are plenty deer on the island and the natives are known to hunt them with dogs. In this case the officer could only speak to the defendant having told the most at Dumb Bell Island. He could not prove that defendant had killed the animal. Mr. Wood dismissed the summons.

It is notified that as Victoria Day, the 24th May, falls on a Sunday, Monday the 25th May, will be observed as a Public and Bank Holiday in its stead under the Victoria Day Ordinance, 1903. (Ordinance No. 14 of 1903), and that it and Monday, the 8th June, the latter being a Bank Holiday under the provisions of the Public Holidays Ordinance, 1875. (Ordinance No. 2 of 1875), will be observed as Government Holidays.

Pirates have again appeared in Chefoo waters. A few days ago while a fleet of about a hundred fishing boats were out they were attacked by ten pirate boats a few miles down the coast. It is stated, says the "Chefoo Morning Post," that being dissatisfied with the smallness of their plunder they wreaked their vengeance by damaging heavily forty of the smacks, as well as seriously injuring twenty of the fishermen. The incident has been reported to the native authorities through the Fishing Industry Company.

The Osaka Asahi observes that in view of an advance of Java sugar to Y7.15, and the approaching opening of the sugar season, the Tokyo market shows considerable activity, and the Japan Sugar Refining Company disposed of 7,000 bales at the auction held on the 4th instant. Owing to the supply of the sugar cane and beets in Europe and America falling short, there is prospect of the market rising. Nevertheless pessimistic views prevail on the Tokyo and Osaka share markets regarding the value of the shares of sugar-refining companies. With regard to this attitude the Osaka Journal made inquiry of a director of the Japan Sugar Refining Company, who reported that the result of the working of the company up to the end of April was very satisfactory. He said the company held a stock of crude sugar sufficient to the end of the year, and the unfavourable reports circulated in the share market were unwarranted. The Osaka Journal reports that the net profit of the company amounted to nearly Y1,500,000, and it is believed that a dividend will be paid at the rate of 15 or 20 per cent.

The following is an extract from the *Review of the River Plate, Buenos Ayres*:—"The Japanese are a hard-working, frugal race, and would do well in the far south. Our soil is particularly adapted to this class of immigration, especially as a large number would be agriculturists." Thus there is one place where Japanese immigrants would be welcomed.

Mr. Yamada Tokuzo, residing at Suwayoh, Koshikawa, Tokyo, reported to the Governor of the Bonin Islands that in August last he discovered an island situated in 30 degrees north latitude and 164 degrees east longitude in the neighbourhood of the Bonin Islands, and the report has been referred to the Governor of Tokyo, who has applied to the Home Minister for instructions as to the course to be taken. According to the report of Mr. Yamada, the island is situated 530 miles from the Bonin Islands and is about 3 miles in circumference. It is declared to be covered with phosphorus to the extent of 80 per cent. of the surface, the deposit being about 6 feet thick, and the percentage of phosphorus contained ranging from 20 to 25. Yula trees are growing there at the rate of one on each tube of ground, but there is no water supply. Enormous numbers of sea-fowl abound.

## THE REBELLION IN YUNNAN.

FURTHER REVOLUTIONARY SUCCESSSES.

The following telegram has been received in Singapore, and has been communicated for information:

"The Revolutionists have captured Mankow, a fortified town about three days' journey from Hekow, which a previous telegram announced had been also captured."

The whole of the garrison of Mankow surrendered, and the commander was killed (during the attack).

The railway guards of the French Railway from Tongking into Yunnan have also surrendered, and the line is now under the protection of the Revolutionists.

Simultaneously with the attack and capture of Hekow, another Revolutionary army rose up and captured Lin-An-Fu, a town about seven days' journey from Hekow.

## JAPAN AND GREAT BRITAIN.

THE EXTRADITION TREATY.

A proposal was made as long ago as 1906 for the conclusion of a Treaty of Extradition between the Japanese and British Governments, and a draft of the Treaty was submitted to the Tokyo Government by Great Britain. We now learn that the treaty has been signed. The Foreign Office having been completed, the negotiations have been recently resumed. It is, however, believed that some time must yet elapse before the Treaty is signed. Proposals made by Russia, France, and some other countries relating to the conclusion of similar treaties are still under the consideration of the Japanese Government.

## THE SOUTH MANCHURIAN RAILWAY.

INTERVIEW WITH BARON GOTO. The Mukden correspondent of the *Osaka Asahi* has had an interview with Baron Goto on the subject of the South Manchurian Railway, in the course of which the President gave his views as to the prospects of this enterprise. After indicating in some general terms the need for patience and industry before any project can mature, Baron Goto said:

"I believe that the South Manchurian Railway will enter upon a new and important stage of its development with the opening of the broad-gauge track, and the completion of the double line now in course of construction. Comment and criticism of the proposed undertakings in connection with the railway should not be passed until the whole of the projected transport facilities are completed. Speaking of the result of the working of the company up to the present, the business expenses for the first part of the year 1907 amounted to 70 per cent. of the receipts, while for the latter half of the business year—ending in March 1908—the expenses only amounted to 50 per cent. of the income, a decrease of 20 per cent. in six months. I am firmly of the opinion that the expenditure of the company will be reduced to 30 per cent. of the receipts upon the completion of the broad-gauge track."

"As shown in the business returns the company sets aside a certain reserve out of the annual income; and as the dividend for the year held by the Government is probably not urgently wanted, it will be perfectly clear to thinking men that the economical position of the concern is about seventy years—when the line is to be ceded to China free of charge, will be highly satisfactory. Such being the case, the negotiation of further foreign loans will in no way affect the credit and welfare of the company. Despite this prospect, however, the people at home are fearful of the result and appear very doubtful about investing in the company. This in my view, is to be likened to blind men discussing questions of colour, deaf men commenting on sound; and indeed, I cannot help smiling at their shortsightedness and stupidity."

"The drawing-up and carrying-out of the project for the development of the districts adjacent to the line are tasks which are merely completion of the original scheme of Russia, which ceded the line to Japan. These works, together with those on the Antung-Mukden branch line, reduce the income from the trunk line to an inconsiderable extent, but with an increase of inhabitants in these districts the income is expected to about meet the expenditure."

"We have not yet arrived at a satisfactory plan to induce rich Chinese merchants to come to these districts. Most of the Japanese there, without means, and so we considered a scheme to build brick houses for them at the expense of the company, but owing to lack of funds this plan has not yet been carried out. We have also in mind a scheme for advancing loans to Chinese merchants with which they could build houses under protection of the authorities."

"As to the organization of the company, we do not see that any alteration is urgently needed. The issue of foreign loans for the South Manchurian Railway is to be carried out solely under the control of the Government at Tokyo, and I have therefore no concern in it at all. All that is to be drawn from Japanese sources is Y2,000,000, so we sincerely hope that people in Japan will refrain from excitement and look soberly on the work we are doing. The projected Antung-Mukden line is now under survey, and the construction of the track will be undertaken as speedily as possible."

## TELEGRAMS.

REUTERS SERVICE.

## THE INDIAN FRONTIER TROUBLE.

LONDON, May 18th.

The Mohmands made a determined night attack on the pickets of General Willcox's force at Dowazal. Many of the pickets were found dead, and the 22nd Punjab Regt. were heavily pressed for four hours with a loss of 9 killed and 24 wounded.

## THE ASSASSINATION OF SIR COLIN CAMPBELL SCOTT-MONCRIEFF.

LONDON, May 18th.

The Sheikh who assassinated Sir Colin Campbell Scott-Moncrieff near Messalame has been executed.

## THE LATE PREMIER.

LONDON, May 18th.

The House of Commons has unanimously agreed to the erection of a monument to the late Sir Henry Campbell-Bannerman in Westminster Abbey.

## MR. BALFOUR.

LONDON, May 18th.

Mr. Balfour has returned to the House of Commons after several weeks' absence.

## GREAT BRITAIN AND GERMANY.

LONDON, May 18th.

Fifty South German Burgomasters visiting London were received by Mr. Haldane. In the House of Commons, Mr. Haldane, on behalf of Mr. Asquith dwelt on the bonds uniting Germany and Great Britain; they had co-operated in the past and he hoped they would co-operate still more in the future. Mr. Haldane specially instanced the work of civilization in the colonies.

## FAILURE OF A BANK.

LONDON, May 18th.

The Pittsburgh Allegheny National Bank has closed owing to the alleged pecculation of the cashier who is now in gaol. It is reported that the shortage exceeds \$2,000,000.

## JAPAN YARN MARKET.

As the result of the reduction in the output of yarn by various spinning companies, the production of yarn for last month showed a decrease of about 10,000 bales as compared with the preceding month and April last year, as will be seen from the following figures:

	Bales	Bales	Bales
April 1907.	86,759	86,324	86,731

As the spinning companies are agreed among themselves to reduce production by 37.12 per cent. from this month, a further reduction will be seen. But this being the season when there is only a small demand at home, the reduction of the output is not likely to materially reduce the stock congesting the market. The Mitsui Bussan Kaisha is reported to have contacted the purchase of 2,000 bales of 16's at Y103.50 from the Kuregafuchi for export to be delivered in May, June, and July. Nevertheless, the quotation on the Yarn Exchange for July delivery having dropped below Y100, the bears went on selling, and the output of yarn by the company will increase by 5 per cent. The company's Imabari mill has been spinning coarse yarn for export exclusively, and all the output from March to August next is sold for export with price tickets. The Daiichi Spinning Company, which was amalgamated with the Fukuoka Company in February, has decided to convert 20,000 spindles out of 40,000 into weaving looms, and also to postpone the delivery of new machinery until the negotiations are in progress with the makers in England from whom the machinery is ordered. As the result of the amalgamation with the Daiichi Company, the Fukuoka Company has found that it has more capital than required, and has been decided to reduce the capital to Y1,000,000 by buying up shares. *Japan Chronicle.*

## TWO MORE FLOATING DOCKS FOR KOBE.

Kobe is certainly going ahead as a port for shipping. Two more large floating docks are to be built. One now under construction by the Mitsui Bishi Yard at Wada will accommodate a vessel of 10,000 tons, while the Kawasaki Dockyard has a scheme on foot to build a floating dock that will take a steamer of 15,000 tons. This will be set up on the company's timber yard adjacent to the Kawasaki Customs landing place. There a breakwater about 1,300 feet long will be constructed to protect the floating dock. Application has already been made to the Kencho for a charter to enter upon works of reclamation there as required for the construction of the dock. The steel used will be obtained from the Kure Naval Arsenal, and the rest of the materials will be made at the dockyard.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *China* left Shanghai for this port on the 19th inst., and is due here to-morrow.

The str. *Suruga* from New York left Singapore for Hongkong on the 19th inst.

The Silt ex *Trenton* arrived in New York on the 23rd inst.

The I.G.M. str. *P. R. Luitpold* which left here on Wednesday, the 22nd inst. at noon, arrived at Genoa on Tuesday, 19th inst. at 9 p.m.

## SUPREME COURT.

Wednesday, 20th May.

## IN CRIMINAL JURISDICTION.

BRIEF FOR THE CHIEF JUSTICE (SIR FRANCIS FERGUSON).

## THE HILLSIDE MURDER.

The three men, Wong Chin Kwai, Tio Man Fat and Wong Sam Ho, who are charged with the murder of three Chinese near Shatin on December, 1906, were arraigned on the capital charge. The Hon. Mr. Rees Davies, K.C. (Attorney General), instructed by Mr. Bowley, Crown Solicitor, conducted the prosecution, and the Hon. Dr. Ho Kai, assisted by Mr. G. K. Hall Bratton, appeared for the defence.

The following jury was empanelled—Messrs. Isaac S. Perry, J. C. Sheppard, James T. Shaw, W. Taylor, W. E. Ross, W. J. Eldridge, and A. A. H. Milroy.

The Attorney-General, in outlining the case for the prosecution, said that the three prisoners at the bar were there to stand their trial for the wilful murder of two men and a boy at Kan Yam Sang on the 2nd December, 1906. The case throws a burning light on human action and discloses a crime rarely equalled in its brutality. Luk Sang, one of the deceased, was a man aged about 35. He had been a cabin steward on various ships sailing under the American flag on the Pacific and finally was on the "Minnesota." He seemed to have had plenty of money as compared with his relations and in August of 1906 he stayed at home, living with his wife and mother at Kowloon city where he had a house. Luk Sang was a native of the Hakka village of Kan Yam Sang near Junk Bay and his wife was also a Hakka. Luk Sang's father was buried at Kan Yam, but his grandfather was buried at Kowloon city which was not regarded as a proper grave from a Chinese point of view. During his holiday Luk Sang spent some time in repairing his father's grave and in looking for a suitable site for a grave for his grandfather. As they knew the Chinese attached a great deal of importance to discovering suitable graves for the repose of their dead. This element was a very prominent one in this particular case. He engaged Wong Sam San, the other murdered man, to repair his father's grave. This man, who was a relative of his, was a farmer and in addition to farming he made graves. It would be well known to them also that there was a class of men known as geomancers who professed to be versed in the science of fengshui, and were experts in selecting graves. The second prisoner, Tio Man Fat, was also a geomancer. He was acquainted with Luk Sang and wished the latter to employ him as a geomancer in connection with the graves but Luk Sang declined to do so. From the evidence it appeared that between 15th Oct., 1906, and Nov., 1906, the second accused went to Luk Sang's house and tried to persuade him to engage him in reference to the selection of the graves, at the same time demanding several tens of dollars, and adding that if he was not allowed to do the work Luk Sang's head would fall off within 70 days. His final words were "If not I will throw away my compass and leave Kowloon city." The most valuable instrument of the geomancer's calling is a Chinese compass covered with astrological signs. Shortly after this the second prisoner concocted a scheme for the robbery of Luk Sang. The evidence on this point depended mainly upon the confession of Chan Yu who admitted having taken part in the murder and who had turned King's evidence. His evidence, corroborated as it was by material facts, was relied upon by the prosecution. This man stated that in autumn of 1906 he was working as a blacksmith on a new military road behind Kowloon City but in addition he dealt in illicit opium in his midst, which was a suitable place for smoking opium and was patronized by a number of people. The prisoners met at that shed to smoke opium during the autumn of 1906 and on the 28th November the three prisoners went there between ten and eleven o'clock in the morning and they asked him to join them on an expedition to make money. He agreed, and the second accused told him they would call for him on the 2nd December. On the day there was a feast in the house of a relative of the deceased man, Luk Sang, and his wife went there. Prior to this Luk Sang had spent some time in looking for a suitable site for his grandfather's grave, and the second accused had asked to accompany him on those excursions. About four o'clock on the afternoon of the feast the first prisoner, who lived at Kan Yam Sang, asked Luk Sang to go over the hills with him to a certain place. He knew that Luk Sang carried a revolver and had previously asked him to give it to him which Luk Sang had refused to do. Luk Sang's wife, seeing that her husband had been drinking somewhat, tried to persuade him not to go, especially as it was getting dark, but the first prisoner persisted him to go as the business was urgent. He would accompany him over the hills, he said, and bring him back to Kowloon city. Luk Sang then got his wife to hand him 30 Mexican dollars and the two men left the house. When Luk Sang left the house he had, besides the money, a watch and chain, a diamond ring, and a revolver in his pocket. The men went to the house of a cousin of Luk Sang's and there he stayed the night at Kan Yam Sang. After breakfast he went out accompanied by the two sons of his host. When the latter, who is a farmer, returned home for the midday meal his sons were not there but in the evening the younger son returned. The widow of the deceased man, Wong Sam San, would tell them that Luk Sang visited her that day along with the two boys and after the midday meal Luk Sang, her husband, and the boys went off. It appeared that Luk Sang wanted the boys to return home, but the elder declined. The younger went home to his father. All three went up the hill. Behind the village of Kan Yam Sang is a prominent hill, a favourite

resort of the villagers, and a likely place for a grave site. The trio went in the direction of this peak. Having traced their movements so far the prosecution had now to rely on the evidence of the accomplice, who admitted that he was a party to the dastardly crime, but whose testimony he would ask them to accept, as it was corroborated by material facts. The three prisoners met at 11 o'clock at this man's shed to smoke opium and after smoking they said they were going to make money. The second prisoner explained that if Luk Sang was caught, there would be over \$100. They persuaded the informer to accompany them. The theory of the prosecution was that the quartette walked about the hills above and behind Kan Yam Sang until they saw Luk Sang approach, the other two walking behind him. The first prisoner asked Luk Sang to show them the grave site he had selected. He agreed to do so and he had no sooner turned aside than the second prisoner said "lay hands on him." The four men caught him from behind and the second prisoner hit him on the head with a chopper and struck him on various parts of the body so severely that he died, almost immediately. Apparently Wong Sam San ran to his rescue but he was caught and similarly treated. The small boy was standing some little distance off crying for help and while the first and third prisoners searched the bodies for booty the second prisoner killed the little boy also. Chan Yu would tell them that he found \$70 on Luk Sang and took possession of them while the others took the watch and chain, the ring and other things. The informer becoming frightened ran away and after proceeding some distance he took off his blood stained jacket and threw it into a stream. He then returned to the market and afterwards left for his home in China. He did not return until the 21st February this year apparently thinking the matter had then blown over; but on the 28th March from information received the police arrested him at Kowloon city. When the farmer found that his son did not return he searched the hills and ultimately came upon the three bodies lying close together and the police were informed. The post mortem examination showed that death in each case must have been instantaneous and that the wounds were such as might have been inflicted by a chopper. Naturally the murder caused a great deal of excitement but the police were unable to discover any clue but from information subsequently received they arrested Chan Yu, the informer, and afterwards the three prisoners were simultaneously arrested. In a box in the first prisoner's house were a watch and chain which the widow recognised as belonging to Luk Sang but which he declared had been given him by his brother three years ago.

Evidence was then called. The hearing is likely to be a most protracted one as there are about 25 witnesses for the prosecution and as many for the defence. Case adjourned.

## JAPAN'S FOREIGN TRADE.

Japan's foreign trade this year has far outshone a great excess of imports over exports, partly real, partly apparent. Imports had shown up to the end of March an excess of more than 17 million yen compared with the corresponding period of last year, while exports had exhibited a decrease of over 16 million yen. The total excess of imports for the three months under review has amounted to 61 million yen. The following classified figures for the first three months were taken from the *Toyo Keizai*:

	1908.	1907.
Provisions	Y7,192,946	Y7,924,346
Raw materials	3,523,972	10,443,626
Manufactured materials	41,755,011	42,807,895
Manufactures	35,013,335	33,050,591
Others	603,043	630,490
	Y78,174,910	Y94,876,948

	1908.	1907.
Provision	Y24,858,016	Y19,251,246
Raw materials	53,648,930	52,338,211
Manufactured materials	25,858,247	21,767,733
Manufactures	35,013,335	27,879,773
Others	532,638	417,179
	Y139,500,505	Y121,553,804

As shown above, all the items of export exhibited a decrease, while those on the import side increased all round. Of the decrease of exports amounting to Y16,700,000 the greater part—Y14,400,000—is represented by the following six classes of export—

	1908.	1907.
Waste silk	Y2,356,808	Y3,398,239
Raw silk	18,191,505	21,026,835
Cotton yarn	8,615,333	8,449,430
Copper	3,353,107	2,171,144
Haberdashery	7,033,462	7,753,399
Cotton piece goods	2,632,253	3,703,584

Total decrease Y14,447,595

The principal items of import that showed an increase during the first three months of the year are as follows—

	1908.	1907.
Wheat	Y1,374,754	Y404,880
Peas and bean	3,562,907	2,068,583
Sugar	10,217,071	7,440,823
Oil-cake	6,553,635	2,559,775
Indigo, Dry	1,726,835	1,079,501
Rails	2,086,836	855,772
Grey shirtings and prints	1,534,186	795,972
Cotton, Station and Umbrella Cloths	1,837,893	1,291,101
Kerosene Oil	3,549,621	2,908,277
Steamers	5,176,740	525,800
Machinery	10,252,389	5,068,341

Total increase Y20,301,467

The articles of import that showed a decrease during the same period are—

	1908.	1907.
Rice	Y3,203,117	Y3,901,138
Flour	815,067	1,435,045
Wool	1,841,050	4,302,176
Iron, sheet and rod	5,174,880	6,271,921
Woolen cloths & serge	1,021,041	4,125,759

Total decrease Y7,880,156

The heavy excess of imports that took place during the period under review is attributable, says the Tokyo Journal, firstly to importations in anticipation of an increase of 40 per cent. in sugar and oil; secondly, to the starting of new enterprises organised during the boom, as in rails and machinery; and thirdly to the rise in the prices of general commodities, (making an apparent excess)











## INSURANCES

**NORTH BRITISH AND MEROANTILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1935  
27,837,119.

I. AUTHORIZED CAPITAL... 23,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500  
II. FUND FUNDS... 3,336,720 19 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1937. 1146

**THE GLORIOUS INSURANCE COMPANY OF HAMBURG.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.  
Hongkong, 13th August 1936 28

**AACHEN AND MUNICH FIRE INSURANCE CO.**  
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. 114

**PRIVATE BOARD AND RESIDENCE**

**MRS. GILLANDERS**

"CLAREMONT"  
2 & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1937 563



**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD: "DOCK."  
A.I.A.B.C., and Engineering Code. Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 85 "  
Width of Entrance on Bottom... 85 "  
Water on Blocks at Spring Tide... 34 "

DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 78 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 64 "

DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 361 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000  
TONS.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.

THE COMPANY has the powerful steam-  
engine "OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for service.

Short Notice.

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OLD VAT

THE VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN GOLD AS SINCE 1831

**SCOTCH WHISKY.**  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A.S. WATSON & CO. LTD.  
As Supplied to the House of Commons.

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**MATICO**  
GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico  
as the most active and at the same time the most  
indolgent remedy in the treatment of acute and  
chronic Gonorrhea. The capsules, which contain  
do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent  
MATICO CAPSULES in the more chronic cases.

**CURE FOR ASTHMA**  
GRIMAULT'S  
INDIAN CIGARETTES

For Asthmatic people who suffer from  
OPPRESSION in breathing, HOARSENESS,  
and BRONCHITIS, INFLUENZA, and DIFFICULTY  
in expectoration.

GRIMAULT'S Cigarettes render the respira-  
tory tract cool, soothe the paroxysms, and  
remove the feeling of tightness across  
the chest.

GRIMAULT & CO. PARIS  
Sold by all Chemists.

## NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd inst., will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
23rd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 16th May, 1936. 859

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"ANDALUSIA."  
Captain Block, having arrived, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading for countersignature  
by the Undersigned, and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-DAY.  
Any Cargo impeding her discharge will be  
landed at Consignees' risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, and stored at Consignees' risk  
and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 25th inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 18 h May, 1936. 862

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND  
STRAITS.

THE Steamship

"CARDIGANSHIRE"

Captain Tyers, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that their Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, Kowloon, and stored at Consignees' risk  
and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 25th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 25th inst.,  
at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 19th May, 1936. 867

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRENZ HEINRICH"

having arrived, Consignees of cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasures and Valuables,  
are being landed and stored at their risk into  
the hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, whence delivery  
may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before  
TUESDAY the 19th inst., at Noon.

No claims will be admitted after the Goods  
have left the Godowns and all goods remaining  
undelivered after the 26th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 28th inst., at 9.30 A.M.

All claims must reach us before the 30th inst.,  
or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 18th May, 1936. 5.

MARTIN'S

ADIOL & STEEL

PILLS

A French Remedy for all Irritations. Thousands of  
Ladies have testified to its efficacy in the treatment of  
all kinds of Gynecological Disorders. It is a safe and  
effective remedy for all cases of Chronic Discharge, and  
is the only one that does not cause eruptions on the skin or  
produce nausea.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best  
medium Advertising among the  
Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China  
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Terms for Advertising (Translation free) can  
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Central, Hongkong; 181, Fleet Street, London  
or from the different Agents.

Documents translated from into Chinese  
or Colloquial Chinese.

## RAUB AUSTRALIAN GOLD.

GENERAL MANAGER'S MONTHLY  
REPORT TO DIRECTORS.

The following is the report of the General  
Manager to the Directors of the Raub  
Australian Gold Mining Company, Limited,  
for the four weeks ended April 26th.

Gentlemen,—I herewith submit my  
report on our mining and milling operations.  
The mine measurements and assay results of  
prospecting work shows a total of 1,023 ft. for  
the period (4 weeks) under review, made up of  
144ft. sinking, 185ft. driving, 458ft. crosscutting  
and 363ft. of surface prospecting, as against a  
total of 974ft. for the previous four weeks.

**MINES.**  
Koman. 540ft. Level, Drive South.—This has  
been driven 8ft. bringing the total to 24ft.  
The lode 60in. wide assays 1 dwt.  
540ft. Level, Drive North.—To this has been  
added 3ft., making a total of 27ft. This  
drive has been stopped and driving started on  
a bunch of quartz 8ft. nearer the shaft which  
for 45in. gives 1 dwt.

540ft. Level, Drive South on Hanging Wall  
Branch.—This has been advanced 11ft., making  
a total of 28ft. The Branch averages 5in.  
wide and samples taken over a width of 38in.,  
give 15 dwt. per ton.

440ft. Level, Drive South.—This end has  
been advanced 9ft., making a total of 403ft.  
The lode 57in. wide, assays 4 dwt.

440ft. Level, North, Drive South on Foot  
Wall Portion.—Here, 16ft. has been driven,  
bringing the total to 157ft. The lode 57in.  
wide, gives 3 dwt. by assay.

540ft. Level, Main, Drive South.—This has  
been restarted and taken from 455 to 430ft.  
It is intended to proceed with this drive to  
prospect the ground southwards.

310. Level, South, Drive in Stope.—This has  
been driven 13ft., making a total of 55ft. The  
lode 36in. wide is worth 8 dwt.

340ft. Level, North, Hanging Wall Leader.—  
To this has been added 10ft., making a total of  
244ft. The lode 60in. is worth 6 dwt. per ton.

240ft. Level, North, Drive on Branch from  
Stope.—Here 18ft. has been driven, bringing  
the total to 182ft. The lode 71in. wide is worth  
5 dwt.

Crosscutting for Stope-filling.—258ft.  
Stopes.—The following have been in  
operation.

Above the 440ft. level, 1 stope: Lode 108in.  
wide and worth 7 dwt.

Above the 340ft. level, 2 stopes: Lode 90in.  
wide and worth 5 dwt.

Above the 240ft. level, 1 stope: Lode 98in.  
wide and worth 3 dwt.

**STOPE MINES.**

160ft. Level, Drive South.—To this has  
been added 28ft., making a total of 652ft.  
The lode 72in. wide, assays 2 dwt.

160ft. Level, Drive North, East Lode.—This  
has been extended from 92 to 144ft. The lode  
36in. wide assays 1 dwt.

Crosscutting for Stope-filling.—158ft.  
Stopes.—Above the 160ft. level, 2 stopes:  
Lode 86in. wide and worth 12 dwt.

**ANDERSON'S SHAFT.**  
This has been sunk from 48ft. to 62ft., pro-  
gress has been retarded owing to water. An  
Engine and boiler has been installed with  
hoisting gear attached.

The headgear is in course of construction  
after which a cornish pump will be put in to  
deal with the water and better progress should  
then be made.

**BUKIT MALACCA.**

No. 2 Level, South of No. 2 Shaft.—This  
has been driven 4ft., making a total of 132ft.  
The lode had disappeared and work has been  
stopped.

No. 1 Level, South of No. 1 Shaft.—To  
this has been added 31ft., bringing the total to  
219ft. The lode matter in the end averages  
40in. wide and worth 1 dwt.

Crosscutting for Stope-filling.—44ft.  
Stope.—Above the No. 2 level, 1 stope: lode  
60in. wide and worth 7 dwt.

Surface Prospecting.—Of this work 363 feet  
has been done mainly on ground ahead of our  
milling supply.

From the Wilfay Tables 13 tons of con-  
centrates have been won, worth 26.000, per ton.  
The Mill Returns the same period are as  
follows:—

**KOMAN.**  
Stamping... Ran 28 days less 1.75 days for  
repairs and clean up.  
Huntington Mill ran 28 days less 2.7 days.  
Ore crushed: Koman 1,725  
Stops 2,080

Total 3,805 tons.  
Amalgam Collected 2,530 ozs. producing:  
Retorted G-I 898  
Smelted Gold 883,287 ozs.  
Average yield per ton 4.64 dwt.  
Value of tailings 55 "

**BUKIT MALACCA.**  
No. I Mill ran 24 days (crushing 1,801 tons  
surface ore and 213  
No. II " 25 " (tons Mill ore)  
Total Crushed 2,014 tons.  
Amalgam Collected 458 ozs. producing:  
Retorted Gold 185  
Smelted Gold 182  
Average yield per ton 1.80 dwt.  
Total tons crushed 5,819  
Amalgam 2,978  
Smelted Gold 1,065,287  
Average yield per ton 3.66 dwt.  
Fineness 924.38  
W. H. MARTIN,  
General Manager.

**CONSOLIDATION OF JAPAN'S  
NATIONAL DEBT.**

The consolidation of the national debt for the  
relief of monetary pressure and business oppres-  
sion has now become a general cry throughout  
Japan, but no good scheme has yet been  
discovered likely to attain that end, says the  
*Japan Chronicle*. According to statements in  
the vernacular Press, a suggestion has been  
made to the effect that the railway finance  
should be separated from the general account  
and placed on an independent basis. It is  
pointed out that when the railway  
expenditure, amounting to about 1,000,000,000  
yen, is deducted from the estimate of the  
national expenditure for the present year,  
the balance will be ¥220,000,000, of which  
sum ¥180,000,000 represents debt charge,  
¥23,000,000 the army and navy expenditure,  
and ¥17,000,000 general administrative ex-  
pense. When the sum of about ¥180,000,000  
is set aside out of the debt charges as payment  
of interest, a balance of about ¥37,000,000 will  
be left available for the redemption of the principal.  
It is suggested that ¥37,000,000 or ¥40,000,000  
should thereupon be deducted from the railway  
expenditure, and general administrative ex-  
penditure, and the debt should be reduced to the  
extent of ¥83,000,000 or ¥70,000,000 annually.  
Another scheme suggested is that the value  
of lands should be reassessed for taxation so as  
to bring in an additional revenue of ¥20,000,000  
or ¥30,000,000; and when this additional revenue,  
and the increased Customs revenue after the  
proposed revision of the customs tariff in 1911  
is accomplished, are added to the ¥37,000,000  
now available for the redemption of bonds, it

will be possible to redeem the national debt  
yearly to the amount of 70 or 80 million yen.  
Some of the bankers urge that bonds should be  
redeemed to the amount of ¥100,000,000 per  
annum—as is already stated—by the postponement  
of the projected works. The administrative  
reformers, and an increase of the Land-tax.  
Marquis Matsukata and Marquis Ito, are  
however, reported to endorse the first sugges-  
tion.

It is stated that on the 1st instant Marquis  
Ito, called on Marquis Saloni, the Premier,  
and asked whether he could not see his way to  
redeeming more bonds by further postponing  
projected works. Marquis Saloni replied that  
it was evident the issue of bonds both at home  
and abroad is impossible for the present, and  
the Government had already decided to postpone  
as many more undertakings as practicable. If  
this statement is correct it would seem that the  
Government and the Elder Statesmen are in  
agreement regarding the necessity of further  
retrenchment, and it is probable a committee  
will be appointed to investigate the matter.

Investigations made by the Finance Depart-  
ment show that the National Debt at the end of  
last month amounted to ¥2,245,458,025.

AVERAGE WEEKLY EARNING  
OF A SEAMAN.

CASE IN LONDON COURTS.

Last month, an appeal was heard in London  
against the award of Judge Bacon, sitting at  
the Western County Court, upon a claim  
for compensation by a sailor, under the Work-  
men's Compensation Act, 1906, which raised  
a question of some importance to British  
seamen under this Act, the point being the basis  
upon which the value to the man of the board  
provided by the shipowner was to be calculated  
in assessing the "average weekly earnings" so  
as to arrive at the amount of compensation  
payable in the event of an accident. The facts  
were as follows:—The applicant in the  
arbitration, who was also the appellant,  
was employed by the respondents as an or-  
dinary seaman on board the steamer *Gastrea*,  
in August last, while the ship was in dock, at  
Marseilles, the appellant was engaged in remov-  
ing coal from the lower hold, and in doing this  
his hand got caught between a rope and the  
winch, with the result that he was so seriously  
injured that amputation of the arm became  
necessary. Upon the appellant commencing  
proceedings under the Workmen's Compensation  
Act, 1906, "permanent partial incapacity," and  
"temporary total incapacity," and liability  
to pay compensation were admitted, the only  
question raised being the basis on which  
this compensation was to be calculated.

It appeared that the appellant received  
21s. a week in cash and his board and  
lodging on the ship, and the main point  
was what was the value to the appellant of this  
board. There was evidence on behalf of the  
appellant that food and lodging on shore would  
cost him 16s. a week. Evidence for the respon-  
dents consisted of a deposition by the ship's  
steward that he bought the stores for the ship,  
and calculated that the cost of them to the  
owners worked out at 2s. 3d. per head for each  
ordinary seaman per diem, and the lodging at  
4d. per diem. The County Court Judge  
accepted these figures, and awarded compensa-  
tion on the footing that the appellant's board  
and lodging were worth 1s. 7d. per diem, or 11s.  
1d. a week, in addition to the cash payment of  
21s. The applicant appealed.

Mr. B. Jacobs, for the appellant, argued that  
what the board and lodging cost the owner was  
not the true test of the value of this addition  
to the weekly cash payment of 21s., and conse-  
quently that the compensation ought to have  
been fixed upon a higher scale—the value of  
what was given to the seaman, or what he  
could have had and lodged himself for.

Mr. A. Neilson appeared for the respondents.  
The Court, on Tuesday, without waiting upon  
counsel for the respondents, dismissed the  
appeal.

The Master of the Rolls, in giving judgment,  
said it must not be forgotten, in all these cases,  
that the Workmen's Compensation Act did not  
attempt to define with mathematical accuracy  
the amount of compensation payable in each  
case, the keynote of the Act on this question  
was to be found in Clause (2) (a) of the first  
schedule to the Act of 1906, which said,  
"Average weekly earnings shall be computed in  
such manner as is best calculated to give the  
rate per week at which the workman was being  
remunerated," and then certain special directions  
and provisions were given for particular in-  
stances, none of which applied to the present case.  
In dealing with a case like the present the Court  
must remember what position this "workman"  
occupied. He was a sailor earning 21s. a  
week, with his board and lodging on board  
ship.

In measuring the value of those board  
and lodging, his Lordship did not see what other  
test there could be than that which had been  
followed here. He (the Master of the Rolls)  
was very far from saying that the cost to the  
employer was always or necessarily the value  
to the workman; he could conceive many cases  
in which it would be wholly inadvisable. One  
instance was given in the course of the argu-  
ment—that of a farmer who boards his labour-  
ers in the farmhouse. It might be true that  
in such a case the cost to the farmer might be  
less than the cost which the "workman"  
obtained by his board outside the farmhouse.  
But the peculiarity of the present case  
lay in this man's occupation. A sailor  
engaged to go on a ship which was necessitate  
ret was vitiated when she started. It  
was idle to consider at what cost the sailor  
could have purchased his salt pork, or  
whatwater it might be, at the first port the vessel  
touched, or what he could have got it for in the  
middle of the ocean, and it seemed to his Lord-  
ship that in such an employment as this there  
was no other practicable or real test to say  
that the measure of the value to the sailor was  
the cost to the employer, the view taken by the  
learned County Court Judge, the only other  
evidence before him being what his board and  
lodging would have cost the sailor when in port  
or ashore. On these grounds, he (the Master of  
the Rolls) thought that the Court Judge was  
right in the view which he took on this question  
of value, and that this appeal must be dismissed.

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions to Sell by Public Auction,

ON MONDAY,

the 25th May, 1936, and on the following days, all the Furniture within the residence of  
the late Mr. A. H. RENNIE  
"THE FIRS" MAGAZINE GAP ROAD.  
Sale to start at 2 P.M. each day.

## VALUABLE HOUSEHOLD FURNITURE

Comprising—AMERICAN-MAKE SETTEES and HATSTAND Combined  
with Bevelled Glass, SILK-EMBROIDERED WALL HANGINGS, BRONZE  
and BRASS WARE, TAPESTRY and PLUSH-COVERED SOFAS and CHAIRS,  
MOROCCO LEATHER-COVERED SOFAS and CHAIRS, A large Assortment of  
CANTON CARVED BLACKWOOD WARE, CARVED ROSEWOOD DESK and  
CHAIRS, BRONZE FIGURES with ELECTRIC LIGHTS COMBINED,  
AMERICAN-MAKE EXTENSION DINING TABLE and CHAIRS, CABINETS,  
PLATE CHEST, DOUBLE and SINGLE IRON BED-HEADS with Wire and  
Hair Mattresses, MARBLE TOP WASHSTAND, CRYSTAL CHANDELIER, WARD-  
ROBES with Bevelled Glass, MARBLE TOP BUREAU with Bevelled Glass, GLASS,  
CROCKERY, E.P. and SILVER WARE, DINNER SERVICE, CARPET and  
RUGS, A number of STEEL ENGRAVINGS, &c., &c., &c.

Also  
One Large CLOCK by John Noble, One GRAMOPHONE and RECORDS,  
One FULL-SIZED ENGLISH BILLIARD TABLE by John Roberts with Accessories  
Complete, One IRON-SAFE by MILLIKINS, One Lot of BOOKS, A Large quantity  
of WINES and SPIRITS, STORES, &c., &c.

On View from FRIDAY, the 22nd inst.  
Catalogues will be issued.  
Terms:—As usual.

HUGHES & HOUGH,  
AUCTIONEERS.

Hongkong, 21st May, 1936. 866

## THE BURNING

QUESTION FOR EVERY  
HOUSEHOLD IS LIGHT

REMEMBER, THERE IS  
NO LIGHT SO GOOD OR SO

CHEAP AS THE BRITISH-  
MADE



## SHIPPING.

## ARRIVALS.

CARL DIERCKHOF, German str. 774, T. Kayser, 19th May—Halphong 17th May, Bloo—Jensen & Co.  
CHOYANG, British str. 19th May—Canton.  
DAIYU MARU, Japanese str. 599, I. Sakurai, 20th May—Tamsui Amoy and Swatow 19th May, General—Onaka Shosen Kaisha.  
HAIHONG, British str. 1263, A. E. Hodgins, 20th May—Coast Ports 19th May, General—Douglas, Lapraik & Co.  
HELENE, German str. 771, J. Jensen, 20th May—Tours and Hoihow 19th May, Sugar and General—Jensen & Co.  
HUICHOW, British str. 1217, E. Forsyth, 20th May—Tientsin and Chafco, 18th May, General—Butterfield & Swire.  
LICHOWING, British str. 2122, A. E. Gentles, 20th May—Calcutta May 5th, & Singapore 15th, General—David Sassoon & Co., Ltd.  
MEXICO, Chinese str. 1339, J. MacArthur, 19th May—Shanghai 16th May, General—Chinese.  
MOTUNG, British str. 3216, J. Milkenob, 19th May—Singapore 14th May, General—Butterfield & Swire.  
NINPO, British str. 1348, E. Richard, 20th May—Wuhu and Shanghai 16th May, Rice and General—Butterfield & Swire.  
OCHU, British str. 1733, M. Le Dren, 20th May—Hongay 17th May, Coal—Dedwell & Co.  
WOSANG, British str. 1127, F. L. G. Hurry, 20th May—Shanghai May 16th, & Swatow 19th, General—Jardine, Matheson & Co.  
YOHOW, British str. 19th May—Canton.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.  
20th May.  
Anigo, German str., for Hoihow.  
Clas Macmillan, Brit. str., for San Francisco.  
Huichow, British str., for Canton.  
Moyuna, British str., for Takao.  
Ningpo, British str., for Canton.  
Oceano, British str., for Canton.  
Signal, German str., for Halphong.

## DEPARTURES.

20th May.  
ANDALUSIA, German str., for Shanghai.  
CARDIGANSHIRE, British str., for Swatow.  
GLENFAR, Br. str., for Keelung & Vancouver.  
JAPAN, British str., for London.  
LAERTES, British str., for Singapore.  
LAERTIS, British str., for Saigon.  
MEXICO, Chinese str., for Canton.  
PRINZ HEINRICH, German str., for Shanghai.  
P. E. FRIEDRICH, Ger. str., for Europe, &c.  
SHINCHU MARU, Japanese str., for Saigon.  
SHINSHU MARU, Japanese str., for Saigon.  
SOSU-MARU, Japanese str., for Swatow.  
SUNGHAI, British str., for Cebu.

## SHIPPING REPORTS.

The British str. Lightning reports: Smooth seas, fine and clear weather.  
The British str. Ningpo reports: Light variable winds and rain to Brecker Point from there light W. S. W. wind and fine weather to port.

## VESSELS IN DOCK.

May 21st.  
ABERDEEN DOCKS.—Saraogon, Victoria, Fiume, H.M.S. Whiting, Liden, Puyguyon, Lang Tsing, Chou, Ho, Kien, Peng, Ang, & Dugan, Moore.  
COSMOPOLITAN DOCKS.—Sabine Rickmers.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd May, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 19th May, 1908. 804

FOR SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart will be despatched for the above Ports TO-MORROW, the 22nd inst., at 4 P.M., instead of as previously advertised.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 21st May, 1908. 847

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENHARN,"

Captain W. Haughton, will be despatched for the above Ports VIA MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD., Hotel Macdonalds.

Hongkong, 5th May, 1908. 804

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE,"

Captain C. E. Christiansen, will be despatched for the above Ports VIA MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD., Hotel Macdonalds.

Hongkong, 5th May, 1908. 804

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

Will be despatched for the above Ports on or about the 22nd June, 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 19th May, 1908. 863

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	CLARENCE	Brit. str.	—	W. Haughton	McGREGOR BROS. & CO.	On 10th June.
LONDON & ANTWERP VIA SUEZ CANAL	CARDIGANSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 22nd June.
HAVRE & HAMBURG VIA STRAITS &c.	CHENGBANG	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS &c.	SCANDIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 15th June.
HAVRE & HAMBURG VIA STRAITS &c.	DORMUND	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HITACHI MARU	Jap. str.	—	Sellier	MESSAGERIES MARITIMES	On 26th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BRISQVIA	Ger. str.	—	P. E. Cope	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SITHONIA	Ger. str.	—	Gjengenbrun	HAMBURG-AMERIKA LINIE	On 25th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CANTON	Swed. str.	—	Brochner	HAMBURG-AMERIKA LINIE	On 1st June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KANAGAWA MARU	Jap. str.	—	N. Ohno	MELCHERS & CO.	Beginning of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BUELOW	Ger. str.	—	F. Foerster	NIPPON YUSEN KAISHA	On 10th June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CHINA	Aus. str.	—	A. Petri	MELCHERS & CO.	On 3rd June, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	VORONEJ	Rus. str.	—	—	MELCHERS & CO.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	LOWTHRE CASTLE	Am. str.	—	—	SHEWAN, TOMES & CO.	About end of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CHENGBANG	Brit. str.	—	—	DODWELL & CO., LTD.	About 24th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	LENNOX	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 18th June, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	AKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SHAWMUT	Am. str.	—	—	UDWELL & CO., LTD.	On 6th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MARIE	Ger. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 21st inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & CO.	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TAIYUAN	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 12th June, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	On 10th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NIKKO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CURONIA	Rus. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	PALERMO	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th June, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YAKAMA MARU	Jap. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NIKKO MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TIENHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CHONGSHING	Brit. str.	—	—	J. MILLET	On 4th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HUICHOW	Brit. str.	1 m.	—	DAVID SASSOON & CO., LTD.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ANIMAL MAGON	Front. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ARRATOON APCAR	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	WOSANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NAMUR	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	DORMUND	Ger. str.	k. w.	—	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TONKIN	Front. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HONGKANG	Brit. str.	—	—	MELCHERS & CO.	About 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YAKASA MARU	Jap. str.	—	—	MELCHERS & CO.	End of May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ARADIA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 8th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KLINIK	Ger. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SIAM	Ind. str.	k. w.	—	OSAKA SHOSHEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	THAIATAP	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YUKOHU MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	DAIJIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YOHOW	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HAICHING	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SINGAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO., LD.	On 25th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 29th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	RUDI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YUENSANG	Brit. str.	—	—	MELCHERS & CO.	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ZAFIRO	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 23rd inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KATYONG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BOBBRO	Ger. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KASHIMA MARU	Jap. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KUTANG	Brit. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YIMABHI	Dut. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	YIPANAS	Dut. str.	—	—	JATA-CHINA-JAPAN LUN	Quick despatch.

**EAST ASIATIC CO., LD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LD.**  
ST. PETERSBURG & VLADIVOSTOCK.  
**SWEDISH EAST ASIATIC CO., LD.**  
GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, COPENHAGEN & GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to

Hongkong, 6th May, 1908.

MELCHERS & CO.

Agents.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Tons 6761 KANAGAWA MARU, Tons 6169	WED. DAY, 27th May, at Daylight. WED. DAY, 10th June, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIDZU	AKI MARU, Tons 6444 IYO MARU, Tons 6920	TUESDAY, 26th May, at 4 P.M. TUESDAY, 9th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Tons 3917 NIKKO MARU, Tons 5539	FRIDAY, 12th June, at 1 P.M. FRIDAY, 10th July, at Noon.
KOBE and YOKOHAMA	WAKASA MARU, Tons 6265 KAGOSHIMA MARU, Tons 4687	SATURDAY, 23rd May, at Noon. THURSDAY, 28th May, at Noon.
BOMBAY via SINGAPORE and COLOMBO	KANAGAWA MARU, Tons 6169 YAWATA MARU, Tons 3917	WED. DAY, 10th June, at Noon.

\* Calling at Keelung.

† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 18th May, 1908

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,806	E. V. Roberts	On 6th June.
* TREMONT	9,806	T. W. Garlick	On 1st July.
* SUVERIC	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 18th August.

† Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings.

Hongkong, 21st May, 1908.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTEENTH SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOURTEENTH SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA

FOR MARSEILLES VIA PORTS

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to



## ESTABLISHED 1841

### Full information on Application

Office :—  
4, WATER STREET  
YOKOHAMA.

For further Particulars, apply to

F. J. ABBOTT  
Acting Superintendent.

Hongkong, 18th May, 1968.

LUXURY—SPEED—PUNCTUALITY.

PROPOSED SAILINGS. (Subject to Alteration).

**For Freight or Passage apply to**

Hongkong, 18th May, 1908.

Hongkong, 13th May, 1908

## ESTABLISHED 1841

### Full information on Application

Office :—  
4, WATER STREET  
YOKOHAMA.

DR. M. H. CHAUN.

## SHIPPING IN PORT.

## STRAHMERS

**AGENCIES:—**  
**YOKOHAMA:** M. ASADA, Esq.  
**CHINKIANG** Messrs. GRABING & CO  
**MANILA:** Messrs. MACONDEAY & CO.  
**SOLE PROPRIETORS** of Takashima  
 Oobi, Namazata, Shinnew, and Hojo Collieries  
 and  
 Sole Agents for MIYAO and KISHIDA

**I. EDGERS & ACCOUNT BOOKS**  
MADE TO ORDER  
**PERIODICALS BOUND AND BOOKS**  
**ALL KINDS RE-BOUND**  
IN THE BEST MATERIALS.

Estimates furnished on Application to  
Printing Department "HONGKONG DA  
Press" Office

Butterfield & Swire  
"MONONGA," American str., 8,750 T. H. E. Mort  
12th May—San Francisco 14th April, at  
Shanghai 9th May, Mail, and General  
Pacific Mail Steamship Co.  
NETITE, Dutch str., 1,436, Worcester, 13th May  
from Hankow, Arnhold, Karberg & Co.  
PRINZ RIGISMUND, German str., 1,844, Loh  
10th May—Rebe 13th May, General  
Melchers & Co.  
REIDY, Now str., 2,273, C. S. S. S. S. S. S.  
May—Mojji 8th May, General—A. G.  
Thorsen & Co.  
RUBI, British str., 1,611, R. W. Almond,  
May—Manila 16th May, General—Shew  
Tomes & Co.  
SABINE RICKMEYER, Dutch str., 540, Fries,  
May—Poochong 13th May, Ballast—A. S.  
Petroleum Co.  
SIGNA, Dutch str., 850, G. S. S. S. S. S.  
May—Saigon 13th May, Rips and Flor  
Jensen & Co.  
SPRINGBURN, British str., 3,177, J. J. C.  
thwalve, 9th May—Bayonne 6th May, at  
Oil—Standard Oil Co.  
TAIWAN, British str., 1,941, J. A. Martin,  
May—Saigon 10th May, Rice & General  
Chinese  
TAITUAN, British str., 1,459, L. Dawson,  
May—Australia 15th April, General  
Butterfield & Swire.  
TILTINGW, Dutch str., 3,061, N. van  
Jurriaanse, 17th May—M. J. 11th  
Coals & General—Java-Chio-Japan  
VICTORIA, Swedish str., 929, J. A. J.  
23rd April—Karrington 7th April, Co  
Wallen & Co.  
YOOHOW, British str., 1,358, Northcombe,  
May—Shanghai 13th May, General  
Butterfield & Swire.  
ZEILAU, British str., 3,426, P. van H.  
—Xmas Island 17th April, Phosphate  
Mitsui Bussan Kaisha.



## POST OFFICE NOTICE

Monday, the 25th instant, being Public Holiday, the Post Office will be open for one hour only i.e. from 8 till 9 a.m.  
There will be one delivery and a collection of letters as on Sunday. The Money Order Office will be entirely closed.

The *Tonkin*, with the French mail of the 24th ult., leaves Saigon on Friday, the 22nd inst. at 8 a.m., and may be expected here on or about Monday, the 25th instant, at daylight. This packet brings replies to letters despatched from Hongkong on 21st March.

FOR	DATE	TIME
Amoy and Shanghai	Thursday, 21st	1.15 P.M.
Amoy and Shanghai	Thursday, 21st	3.00 P.M.
Amoy and Shanghai	Thursday, 21st	4.00 P.M.
Amoy and Shanghai	Friday, 22nd	10.00 A.M.
Amoy and Shanghai	Friday, 22nd	11.00 A.M.
Amoy and Shanghai	Friday, 22nd	1.15 P.M.
Amoy and Shanghai	Friday, 22nd	2.00 P.M.
Amoy and Shanghai	Friday, 22nd	3.00 P.M.
Amoy and Shanghai	Friday, 22nd	5.00 P.M.
Amoy and Shanghai	Saturday, 23rd	9.00 A.M.
Amoy and Shanghai	Saturday, 23rd	10.00 A.M.
Amoy and Shanghai	Saturday, 23rd	11.00 A.M.
Amoy and Shanghai	Sunday, 24th	9.00 A.M.
Amoy and Shanghai	Sunday, 24th	11.00 A.M.
Amoy and Shanghai	Monday, 25th	9.00 A.M.

## EXTRACT FROM

## "THE LANCET"

28th FEBRUARY, 1908.

REGARDING

## JOHNSTONE'S M.P.

## PURE MALT WHISKIES.

WILLIAM GRANT &amp; SONS, LTD. THE GLENFIDDICH DISTILLERY, DUFFTOWN, N.B.

"OUR ANALYSES of these WHISKIES indicate that the Statements made in regard to them are honest—that is to say, that they are PURE MALT WHISKIES distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that they are fully matured. The flavour, while mellow and rich, is "soft." A feature in the analytical results was the amount of Ethyl. The amount of Ethyl represents a maximum quantity for Whisky. It may be remarked also that acidity of these Whiskies was practically nil. These Whiskies are well adapted for SPECIAL DIETETIC PURPOSES."

OBTAINABLE AT THE WINE MERCHANTS.

## H. RUTTONJEE &amp; SON.

WINE &amp; SPIRIT MERCHANTS.



## FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork.

USE ONLY

## KENNON'S TEREDO-PROOF

## AND

## WOOD-ARMOR PAINT

a peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swarov.

General Agents for the East.

TO-DAY.  
Sole, Leasehold Properties, Sales Rooms,  
Mr. Geo. P. Lammer, noon.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The new T.K.K. str. *Tokyo Maru* sailed from Yokohama for this port direct on the 16th inst. and is due to arrive here today.

The T.K.K. str. *Hongkong Maru* sailed from Yokohama on the 14th inst., and should arrive in Hongkong via Manila and Japan ports on the 25th inst.

THE FRENCH MAIL.  
The M.M. str. *Tonkin* with the French Mail of the 26th ult. and Mails from London of the 24th ult. will leave Saigon on Friday, the 22nd inst. at 8 a.m., and may be expected to arrive here on Monday morning, the 25th inst. and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.  
The Indo-China str. *Indo-China* left Calcutta for this port via the Straits on the 9th inst., and is due to arrive here on or about 25th inst.

The Indo-China str. *Indo-China* left Calcutta for this port via the Straits on the 16th inst., and may be expected here on or about 1st prox.

THE GERMAN MAIL.  
The I.G.M. str. *Manila* left Sydney on Tuesday, the 5th inst. p.m., and may be expected here on or about Wednesday, the 27th inst.

THE CANADIAN MAIL.  
The C.P.R. str. *Empress of India* left Vancouver on Wednesday, the 13th inst. a.m. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.  
The str. *Lothar Coale* left Kobe via Moji on Thursday morning, the 14th inst., and is due here this morning.

The H.A.L. str. *Senegambia* left Shanghai on the 18th inst., and may be expected here to-day.

The N.Y.K. str. *Kagoshima Maru* (Bomby Line) left Moji for this port on the 16th inst., and is expected here to-day.

The N.Y.K. str. *Wakana Maru* (European Line) left Singapore for this port on the 16th inst., and is expected here to-day.

The P. & O. str. *Palermo* left Singapore for this port on the 16th inst. at midnight.

The P. & O. str. *Nomur* left Singapore for this port on the 16th inst. at 7 p.m.

The Ben Line str. *Benlomond* from Antwerp and London, left Singapore on the 16th inst. for this port.

The J.C. str. *Jyoti* left Moji for this port on the 16th inst., and may be expected here on or about the 23rd inst.

The N.Y.K. str. *Hikachi Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 16th inst., and is expected here on the 25th inst.

The C.P.R. str. *Leaves* left Vancouver p.m. on Tuesday, the 5th inst. for Hongkong via the usual ports of call.

The E. & A. str. *Algonquin* left Sydney on 14th inst. for this port (via Queensland Ports & Manila).

## COMMERCIAL.

## EXCHANGE

## CLOSING QUOTATIONS.

May 20th.

ON LONDON—  
Telegraphic Transfer ..... 1.91  
Bank Bills, on demand ..... 1.91  
Bank Bills, at 30 days sight ..... 1.91  
Bank Bills, at 60 days sight ..... 1.91  
Credit, at 4 months sight ..... 1.91  
Documentary Bills 4 months sight ..... 1.91

ON PARIS—  
Bank Bills, on demand ..... 2.23  
Credit, at 4 months sight ..... 2.23

ON GERMANY—  
on demand ..... 1.81

ON NEW YORK—  
Bank Bills, on demand ..... 4.51  
Credit, at 60 days sight ..... 4.44

ON BOMBAY—  
Telegraphic Transfer ..... 1.34  
Bank, on demand ..... 1.34

ON CALCUTTA—  
Telegraphic Transfer ..... 1.34  
Bank, on demand ..... 1.34

ON SHANGHAI—  
Bank, at sight ..... 7.41  
Private, 30 days sight ..... 7.51

ON YOKOHAMA—On demand—Pees—871

ON MANILA—On demand—Pees—763 p.m.

ON BATAVIA—On demand ..... 763 p.m.

ON HATYONG—On demand ..... 81 p.m.

ON SAIGON—On demand ..... 81 p.m.

ON BANGKOK—On demand ..... 81 p.m.

SOVEREIGNS, Bank's Buying Rate, \$11.10

GOLD LEAF, 100 fine, per tael, \$58.40

BANK SILVER, per oz. .... 2.41

SUBSIDIARY COINS, per cent.

Chinese 20 cents pieces ..... \$8.05 discount.

Hongkong 10 " " ..... 8.50 "

Hongkong 10 " " ..... 7.45 "

Hongkong 10 " " ..... 7.35 "

## JOINT STOCK SHARES.

Hongkong, May 20th.

COMPANY. AID UP. QUOTATIONS.

Alhambra Ps. 200 Nominal.

Banks—

Hongkong &amp; Shanghai \$125 \$710, buyers

National Bank of China 20 \$51, buyers

Bell's Asbestos E.A. 125 6d. \$71, sellers

China-Borneo Co. 125 \$11, sellers

China Light &amp; T. Co. 125 \$6, buyers

China Provident 125 \$9, buyers

Cotton Mills—

Hongkong 125 \$11, buyers

International 125 \$11, buyers

Loon Kung Mow 125 \$11, buyers

Soyabean 125 \$11, buyers

Dairy Farm 125 \$11, buyers

Docks and Wharves 125 \$11, buyers

H. &amp; K. Warr &amp; G. 125 \$11, buyers

H. &amp; W. Dock 125 \$11, buyers

New Amoy Dock 125 \$11, buyers

Shanghai Dock 125 \$11, buyers

Shanghai &amp; H. Wharf 125 \$11, buyers

Fenwick &amp; Co. Geo. 125 \$11, buyers

Green Island Cement 125 \$11, buyers

Hongkong &amp; C. Gas 125 \$11, buyers

Hongkong Hotel Co. 125 \$11, buyers

Hongkong Ice Co. 125 \$11, buyers

H.K. Milling Co. Ltd. 125 \$11, buyers

In Liquidation 125 \$11, buyers

Hongkong Rope Co. 125 \$11, buyers

Insurance—

Canton 125 \$11, buyers

China Fire 125 \$11, buyers

China Traders 125 \$11, buyers

Hongkong Fire 125 \$11, buyers

North China 125 \$11, buyers

Union 125 \$11, buyers

Yangtze 125 \$11, buyers

Land and Building—

Hongkong Land 125 \$11, buyers

Humphrey's Estate 125 \$11, buyers

Kowloon Land &amp; B. 125 \$11, buyers

Shanghai Land 125 \$11, buyers

West Point Building 125 \$11, buyers

Mining—

Charbonnages 125 \$11, buyers

Raub 125 \$11, buyers

Steamship Companies—

China Sugar 125 \$11, buyers

Luzon Sugar 125 \$11, buyers

Steaming Companies—

China and Malacca 125 \$11, buyers

Douglas Steamship 125 \$11, buyers

H. Canton &amp; M. 125 \$11, buyers

Indo-China S.N. Co. 125 \$11, buyers

Shell Transport Co. 125 \$11, buyers

Star Ferry 125 \$11, buyers

Do., New 125 \$11, buyers

South China M. Post. 125 \$11, buyers

Straits Landship Co. 125 \$11, buyers

Stores &amp; Dispensaries 125 \$11, buyers

Campbell, M. &amp; Co. 125 \$11, buyers

Powell &amp; Co., Wm. 125 \$11, buyers

Watkins 125 \$11, buyers

Watson &amp; Co., A.S. 125 \$11, buyers

Weissmann, Ltd. 125 \$11, buyers

United Asbestos 125 \$11, buyers

Do. Foundries 125 \$11, buyers

Union Waterboat Co. 125 \$11, buyers

## VERNON &amp; SMYTH.

## OPIUM.

May 20th.

Quotations are—

Malwa New ..... \$980 per picul.

Malwa Old ..... \$1000 "

Malwa Older ..... \$1030 "

Malwa V. Old ..... \$1070 "

Persian fine quality ..... \$1080 "

Persian extra fine ..... \$1090 "

Patna New ..... \$1210 per chest.

Patna Old ..... \$1150 "

Bengal New ..... \$1150 "

Bengal Old ..... \$1150 "

Bengal OH ..... \$1150 "

HONGKONG TIDE TABLE.

From May 21st to 27th, 1908.

HIGH WATER.

Low Water.

Hour. Mean Time. Height. Hour. Mean Time. Height.

Thurs. 21 2.15 4.2 10.2 3.0

Fri. 22 2.20 4.2 10.2 3.0

Sat. 23 2.25 4.2 10.2 3.0

Sun. 24 2.30 4.2 10.2 3.0

Mon. 25 2.35 4.2 10.2 3.0

Tues. 26 2.40 4.2 10.2 3.0

Wed. 27 2.45 4.2 10.2 3.0

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 20th.

Barometer 9.86 29.86 29.86

Thermometer 78 79 81

Humidity 71 69 61

Wind Direction W NW E

Force 1 1 1

Weather b b b

Rain 0 0 0

Highest open air Temperature on 19th ..... 80

Lowest open air Temperature on 19th ..... 71

MESSRS. FALCONER &amp; CO'S REGISTER.

May 20th.

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Humidity 71 69 61

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Highest open air Temperature on 19th ..... 80

Lowest open air Temperature on 19th ..... 71

MESSRS. FALCONER &amp; CO'S REGISTER.

May 20th.